Inexorable War Needs Mold Life in England

Every Necessity of Normal Peace Existence Subordinated to Demands of Troops—American Finds Determination Everywhere.

skirt.

Or is it a demand from the front for timber to support the trenches? Somebody else remembers that there are forests, groves, wooded parks, from end to end of England. True. the most beautifully manicured and decorated countrysides in the world; but what of that? War demands them; England's ally needs them; and so a heartless platoon of Ca-nadian timber cruisers and expert foresters are turned loose among the us ancestral estates of England down forests that were ancien Charles Stuart saved his head for a British crown by hiding in one

War's Demands Inexorable.

Stricken France must be fed, and mu of her food must come from overseas her gallant sons in the trenches have time to plow fields or build ships England takes a hitch at her and from a mercantile marine that has been sorely depleted assigns a million tons to fetch and carry for France. Italy has a bad crop. Her people must get wheat and corn from the Argentine and from America. There are not ships enough; but England can help—and

It is midwinter, the most wretchedly bleak midwinter that a half-clad Europe has known since the Napoleonic struggles. Norway must have coal or freeze. True, Norway is a neutral; a base from which overthrifty traders handsome profits to themselves, necessi tles to Germany. England has no coa band that may be serving Germany.

But Norway can't be allowed to freeze

better take a chance and hope that Germany will not too greatly benefit. So mattgrs are patched up, and out of its inadequate and diminishing store England sends a fleet of coal carriers awa with the precious coal for Norway. If there isn't enough left to go round at well, England in that case will a part of the shivering tha might all have fallen to Norway to do

A Shivery Ride To London.

So we shivered along with the rest of England through five hours in that refrigerated train from Liverpool to London. Of course, the train was late; that's almost as much a matter of course as it was for English trains before the war to be 60 time. The sense fore the war to be on time. The sense that, even if vicarlously, we were con-tributing something to the nation's altruism toward friends and allies was not saltogether satisfying to an alien who had assimilated abthing more inspiring than frostbites.

My British friend was more cheerful.

was riding through his beloved native land and studying the landscape, of tramps and cycle tours hereabout in other years, his enthusiasm rising as my temperature descended. At length he afforded an' opening for a thrust which, with all the bitterness of demicongelation, I jammed home.

He waved his hand toward the pic-ture in the windows and, with a burst of apologetic sentiment which attested the demoralizing effect of American associations on the characteristic British insouciance, demanded: "Do you wonder that we English love

"No; I should think you'd find it a

that ride from Liverpo was visible far less industrial evidence of war's existence than one may note on the ride from Boston to New York or through industrial Pennsylvania or from Washington to New York. I had seen something of what war orders have meant to the industrial Eastern section of the States and had assumed that England would be similarly a panorama of mushroom factories, of vast plants reared as by magic, of cities and towns built overnight to turn out the enginery

Little Evidence of Activity.

I had pictured a succession of military camps, interspersed with teeming industrial hives. There was nothing like that. Rural England seemed untouched. The towns and villages were just as sleepy as when I had last seen them, long before the war.

The fields were in browns and duns instead of the varying greens and yellows I had known in English summer The hedgerows which marked checkerboarded fields stood out more sharply from a background that, in winter, afforded more contrast of color. Their straight, firm, clear cut lines and hollow square formations gave the countryside the only touch that could possibly suggest anything mili-tary; and that suggestion was accentuated by the feeling that it had all been polished and dusted and inspected by a nurtinet drill master not longer ago than the hour for guard mount. Liverpool had been full of soldiers, but at the country towns there were not enough of them in sight to impress one unless one were diligently watching for

khaki and determined to appreciate it. Not all England, of course, is thus devoid of the evidence of war's peculiar industrialism. In other parts can be found the monuments to that tremendous development that has made England the world's center of a new and lurid sort of industry. I have seen some of them since; but not on that

first day's trip. In rather more than due course of time and events we came into Euston station, London, scrambled out of our compartments and joined in a bargain counter rush for the goods van to identify and claim our unchecked luggage. The single car was packed so full that It was well nigh impossible to move a piece; and, in accordance with the fixed tradition, everybody's trunk' was at the ner and everybody insisted on being served first. It was rumored that som were so fortunate as to emerge from the melee without having had a single

be true, but sounds like one of those amiable exaggerations of overwrought We were getting used to the khaki whose wearers thronged the station; but the girl taxi-driver was a new sensation at the swung her car up to

trunk tumbled onto their feet. It may

(Continued from First Page.)
is ripped up and the rails hauled off
to France, where they are needed a
thousand times more.
Or is it a demand from the front very high boots and ve-e-ry short

> All the American men, unaccus-tomed to this sort of thing, acted exactly like Americans from the prov inces when they enter a New York elevator for the first time and remove their hats if ladies are present; we wanted to help the girls to manhandle the bags. Some of the soldiers step-ped forward and offered to lend a hand, too; but the thoroughly competent young women shoved aside all tenders of assistance and co-operated among themselves in 'doing the smashing. I'm sure they are thorough y emancipated women, for they are manifestly journeymen smashers and charter members of the Mutual Benefit League of Trunk Manufacturers

> Well, at length, we were whirled entous blanks which asseverated our wish to be entertained and described is and our business. We told where ve were born, lived, married or single and all the rest. Then we were told to go around to the Bo · street sta-tion and make our peace with the police, which we did, showing passorts and answering another long list

dight we have fires? we asked of the chambermaid. No, we might not; are constantly forwarding, in virtue of there was not enough coal in the nouse unless we were on the list of wounded or invalids!

> we might have no fire; not even the dubious apology which the appear-ance gives for the fact of warmth in one of these pocket size hatel room grates. There were hundreds of thou-sands of others in London that night and many other nights who without fire, partly because the coal had been shipped away to France and Norway and the fleet, partly because there were not carts and carters enough in London to deliver the supply that was available. Indeed, the shortage of labor was more serious than of coal, a bit of knowledge that for the next fortnight had to buoy up our temperature pretty persistently. Curlously enough, it did, too. We went down to dine in a big, cold

dining room that gave us yet another glimpse of what war means. The place was full of family parties. Every table had a hero or two in khaki Many tables were entirely surround-ed by the men in uniform; they had no families to come in from the country to receive them.

Soldiers Strangely Quiet.

I noticed that these men only pointing out places of interest, telling groups were strangely quiet. They didn't talk among themselves save for occasional monosyllabic exchanges; they didn't smile, then laugh, then grow a bit noisy as one expects a group of men dining together to do. They looked about very much and watched the other tables where the family parties with the heroes gathered. Now I know that the men leave from the front are almost in variably taciturn after this fashion The place was supernally quiet; de

pressingly so. Hard by us was a group we had a long time making out. The dried-up old gentleman in clerical garb was loy to die for such a country; you ought to have a blamed good chance to go to a much warmer one."

manifestly g country rector; that much was certain. So was the status of the middle-aged country lady with Right here let it be interpolated that him, in very new county clothes that didn't feel comfortable on her; she was the dominie's wife. The girl of twelve in short dress and long pigtails was their daughter.

But there were two more in the group—a handsome soldier bo twenty-six and a girl three or years younger. They sat side by side, and at first I was sure they were son and daughter of the pastoral family. No one of the five was a bit at home in a London hotel. The young man and woman were shy of each oth

tell whether the couple were brother and sister or whether they were sweet-hearts, the girl having come in to London to meet her soldier lover That was our conclusion of the mat-ter; but to this minute I can't guess which one of them belonged to the family party and which merely expect-ed to be admitted to it if the war should end happily for them all,

Once the soldier and the maiden reached simultaneously for their napkins, and I was sure there was going to be a squeezing of hands that would tell something. But it didn't happen.
If I thought a telepathic warning of our interest had prevented that little caress I should never forgive myself, for I have a horrible feeling that, ambushed by all that solid front of primness, sentiment never got in all that visit nearer to a second's simple isfaction than in the moment furtive, futile effort at a touching of

At another table was a family party easier to understand, but no less in-teresting; father of forty-odd, ino slacker, he!), mother, little daughter of eight and a youngster of scant twenty-two; both men in khaki. There no uncertainty about family relationships here: the

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esting circumstance was that the father was by his uniforn a simple Tommie, while the son was a lieuten-ant in the flying corps. Father sason from time to time with snappiness whose estentation told of the pride he divulged to me some days later when we became acquainted and he confided that the boy had brought slown two boche planes in one day and been mentioned in orders.

and been mentioned in orders.

Canadians, Australians, New Zealanders, identified by lettered badges on their shoulders, were numerous. They are the ones who always recognize an American by his intonations and frankly introduce themselves as a real home grown Englishman wouldn't do for anything less than the V. C. They always want to know when America is going to "get in," and are sincerely anxious for us to

Many Hail From U. S.

They understand us and our nations position seemingly better than do the people of the tight little island. Also there is a touch of furtiveness in manner of just about one in five of the Canadians as they approach in American, always explained by the fact that if he takes a fancy to you the bashful Canadian finally whispers the data that he's from Peru, Ind., or Lewisburg, Me.

he's from Peru, Ind., or Lewisburg, Me., or Kalamazoo or Oshkosh or Tombatone or some place else-and generally wishes he were back there, only he wouldn't go for all John D.'s money because he intends to stay till "we finish

Over a highball that brought in its warming, conversational influence just in time to get past the 9:30 p. m. police restriction against "No more drinks, gents; sorry; too late," we heard a young Canadian of the flying corps telling his pals that "that was all flubdub there ain't any real Socialists outside the U. S. A., and they don't vote it." Later, having assimilated ourselves to his group, we learned that he was born in San Francisco and had joined the sviation aristocracy for the delightfully altruistic reason that he "always did want to learn to fly one of those ma-

Away from the realm of cafes and khaki one soon learns that the war is Seginning seriously to change the face of things in England. Almost everything is scarce except patriotism and

Labor grows scarcer with every week Women are constantly being pressed into new services as, substitutes for men, and the supply of do-mestic servants in particular shows the Just as in America, women seem anxious to escape from any sort of ousehold service.
The munition factories and the

FINANCIAL .

thousand other avenues of independ ent, self-respecting employment at good wages are taking the women workers away from the homes. The effect of this is immediately reflected in the new styles and methods of en-tertainment. Not a great many people care in these times even to attempt much entertainment on the old scale

but if they did they would find it well-nigh impossible. Women as drivers of taxicabs, of delivery carts and even coal wagons, as conductors of omnibuses, operators of "lifts," and in many other occupations have distinctly made good. Mor over, most of them like the new kinds of employment better than the old.

The other day I talked to a French

woman, an exile from her own counwoman, an exile from her own coun-try, now working in a munition plant. She had lived in one of the northern provinces when the Germans came. In the family were herself, her hus-band and two little girls. The husband and father promptly joined the colors, and before the war was a hundred days old he lay under

one of those pathetic white wooder one of those patients on a wide band behind the present fighting area from Switzerland to the sea. The mother and two-children fled, the children finally being left with their grand-parents in a zone of safety while the mother came to England.

She told me that for two years she worked in a London hotel, where she was paid one shilling a day and provided with quarters and subsistence. It was fearfully hard work, for there is never enough help to go around in a hotel nowadays in Eng-land. In addition to the work familiar to a chambermaid in an Amer-ican hotel, she was required to carry coal upstairs and ashes downstairs, and to feed and care for the grate fires in some twenty-five hotel rooms Many Prefer Trenches.

Seeing the women in England do ing this kind of work one doesn't wonder that every little while a story comes back from the trenches about some thoroughly capable sol dier having been exposed as a wom an in disguise. They might easily enough justify the masquerade on such a ground as it was easier in the trenches than at home.

particular French woman This This particular French woman, who was strong and capable and had acquired a very good command of English, said she was now being paid 8 shillings a Eay, while the lodgings and meals provided for her made it possible to live more satisfactorily than she had ever done before in England. She said with that she was now saving a good share of her earnings.

She had even sawed something and

sent it nome to her children whose she earned only one shilling a day. Now she is getting together a proligious hoard which at the war's and she will carry back to France to help re-establish a home for herealf and the two children. She was self and the two children. She bright, cheerful, and happy in bright, cheerful, and happy in the thought, which nowadays is a firm conviction with all the French, that the war is going to end in about a year at the most, with a glorious vic-tory for France.

England is full of French and Belgian exiles. Many of the Belgians are likely to remain here. Their atare likely to remain here. Their at-tachment to their own gountry is not so deep as that of the French, and it has been so thoroughly wrecked that it seems doubtful whether the scattered fragments of the nation can ever be restored to their own land. They love Belgium as devotedly as ever, just as the Irish who went to America following 1846 loved Ireland; but like the Irish-Americans and un French, they are not likely to return.

French Hope To Return.

On the other hand, the devotion of the French to their own soil is marrelous. It would be hard to find a Frenchman or a French woman mong the exiles who has any other thought than to return home as soon as possible. Nearly all of those living in England are working, earning good wages and saving a considerable part, and almost without exception they invest their savings in the se-curities that the French government offers to them. It is their way of helping France.

The radistribution of labor in Great Britain through the simple influence of good wages which take it away from the employments where it is least needed and transfer it to those where it is most needed amounts to quiet revolution.

Of course there are mistakes and absurdities in the process; a good many square pegs get into round holes, but the spirit of service, the de-termination to be useful and to learn to be useful just as rapidly as possible, is almost universal. . The other attempted any more serious physical labor than a tennis game or a swim-ming match. She had lived all her life in outer London, knowing the city and its ways very much better than she did the country. She assured me that when she volunteered to work on a farm from which the men had all gone to the war or the factories she just knew enough about a cow not to be afraid of it, because she was used

Today, after nearly a year, that girl s perfectly convinced that "making about two-thirds of a good stout farmhand's is the greatest lark in the world. She "swanked" (British for bragging) about how fond the cows in the dairy had become of her, and how she could put the gear on a horse as quickly as any body in the neigh-borhood. She said she hadn't plowed any yet, but was about to graduate from caring for the poultry and milk-ing and attending to half a dairy herd of over twenty cows, and intended to tackle plowing in the spring. She laughingly showed her hands and guessed that by the time she had done a season's plowing none of the men would be likely to bother her by at-tempting to hold them.

All year long she has been getting up at 3:30 in the morning, in a won-derful khaki uniform of high boots. short skirt and trench coat, to take care of her cows. She proclaimed that the chickens and ducks had become a nuisance because they followed her all over the place, while even the pheasants had during the very cold period become so tame that they had overtures in the direction of

ociability.
I met her week-ending in London, and she talked about going out to Canada or Australia after the war and becoming a farmer in her own right. She was intensely interested in what some of the Americans in the party were telling her about pioneering in outh Dakota in the years after the Rosebud reservation was opened.

War Changes Life Plans.

of a hotel where we were having our the war: I suppose the women will after-dinner coffee, remarking that he took the liberty because he could tell by my tone that I was an American and had discovered that Americans didn't insist upon much formality in introductions.

cans didn't insist upon much formality in introductions.

He was born and raised in London and was a graduate of the City of London College. He looked thirty-three years old and modestly admitted that before the war he had been by way of getting very fairly established in business life. But he wanted to know about America, about the West, about the great Canadian Northwest. He was looking for somebody who could tell him about South America.

sent it home to her children when she earned only one shilling a day. Now she is getting together a pro-

im.

But the war had changed all that. With an odd tone of confidence, he told me that it had taught him what

I am going out to some of the colo-nies," he said. "I will never go back to the old way of life, I couldn't stand it now.

chaps who have been out they will pretty generally tell you the same thing. It has been very hard, and if one of them who has actually been in France tells you he wants to return you can put it down that he is lying to you. But they are all going back nevertheless; we've got this job on our hands and are going to finish it; we are going to finish it right; If not this year, then next.

No Fire Allowed.

Back to the hotel and our rooms

So the coldest night of the winter

first; yet it seemed conceded that they must sit together. Nobody talked much. We couldn't

Soldier's Careas Blocked.

loving hands.

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and have been ready to enter contracts for 221,285 Harroun cars pe annum. At the New York and Chicago National Astomobile shows a part of these applications were converted into positive contract with cash deposits of \$1.5-10 per cent of the Corporation's production for the next five years, no matter what its production may be. These signed contracts are with the strongest automobile dealers in the

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r themselves.

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on the market selling, I should say, up to \$800." If think the roun car is the best designed and the lightest chassis built at any ce. As for the motor, I believe it develops more horsepower per ice inch displacement than any other motor manufactured today that placed on the market for saic, except special racing motors."

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any other chassis of its kind."

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ing System.
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TROY MFG. CO.—Bodies.
WILLARD STORAGE BATTERY CO.—Bat-

WILLARD STORAGE BATTERY CO.—Batteries.

The above manufacturers' contract called
for delivery the last of March, and the ansembling of these cars will start on the regular production schedule in April,

The company expects to turn out not less
than 1,590 cars the first month, and 2,090 or
more each month thereafter. This makes
HARROUN MOTORS an assured fact, risks
taken by early investors are eliminated by

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PLANT.

The plant of the HARROUN MOTORS CORPORATION will be finished in April, according to the statement of the Smith Construction, Company, .contractors. We quote from their statement made before an investigating committee in the State of

This speaks volumes for the Officers and Directors of the Company, because it is a virtual admission that the Gesigner for the HARROUN PLANT has taken advantage of all previous good points in other large auto-mostle factories and at the same time has

MACHINERY.

Most of the machinery has been delivered, and all of same, in all probability, will be set and ready for operation before this advertisement goes to press.

STOCKHOLDERS. There are over 9,000 stockholders in the

HARROUN MOTORS CORPORATION. This is a selling force in itself, JOJN THIS LARGE FAMILY of HARROUN stockholders and you will be in on the first dividends paid.

YOUR INVESTMENT SAFEGUARDED.

are the greatest boosters of their own country anywhere in this world out-side southern California.

My friend explained that if there had never been a war he would doubt-less have gone right on working in the establishment where he started. ultimately perhaps becoming the head of a department. The idea of possibly doing something else and liking it better would never have occurred to

the word initiative meant. He had been one of the earliest to enlist in the new army, and had come home on a few days' leave and to get his first ommission.
"When the war is over, if I'm alive.

Will Finish the Job.

"If you will talk among the city

"After that it will be us for the empire. What I want is land, a chance to make myself really independent, to live outdoors and on the soil. The Canadians are all fine fel-lows, and we are seeing enough of them to make us understand how So much for what the war has done to them to make us understand how to the tastes and inclinations of a much they love their country and its clever young woman of the middle life, and how much we are going to class. Now here is the story of a love that sort of country and that young man who apologetically edged kind of life. I don't know what Lon-himself up toward me the

DEMAND FOR CARS. Selling at \$8.00 per share. When we first offered this stock to the public the price of the shares was \$5.00, since which time it has increased to \$8.00 per share. This is one of many announcements we have made regarding HARROUN MOTORS Shares, NOW

Big Dividends!

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Construction Co.-"The new Harroun plant is the most modern that has ever been put up for automobile construction. There won't be any plant in existence that will have more facilities for efficient manufacturing."

improved on all previous plans

Unusual safeguards have been thrown about your investment in this security.

All holdings of RAY HARROUN and his associates have been placed in escrew with the Treasurer of the State of Michigan, to remain until the success of the enterprise has been firmly established by a dividend of at least \$400,000, or to be used if needed as a source of other benefit for the company.

This afterward analies with contracts

sold.

To make money for themselves, the organizers of the company MUST MAKE MONEY FOR YOU AND EVERY OTHER STOCK-HOLDER.

FORTUNES.

Tou have all read of how a lady invested in a prominent automobile company in Detroit and made a fortune from a \$400 investment. You have also all rend of the clerk in the Downey Hotse, who put in a sinutle thousand in HEO stock, and today his fortune is \$119,000.

We have told you how twelve concerns made lant year in axcess of \$60,000,000, Now we believe it when we say not one of these concerns ever presented the opportunity to any investor that HARROUN MOTORS presents today.

HARROUN shares at \$6,00 per share a POS-MOTORS presents today.
HARROUN shares at
18,00 per share are a POS-ITIVE BARGAIN If you Is on per share are a POS-ITIVE BARGAIN if you have money to invest, and the automobile business has made more millionaires than any other single busi-ness, excepting the steel in-dustry, and it is more than likely they have equalled that.

FORTUNES.

PROFITS.

Twelve automobile companies, not including the Ford, reported earnings for the year
of over \$60,000,000.

We believe we can
truthfully say that not one of these automobile companies started production with a
plant that equals the HARROUN plant at
Wayne, Michigan, which is eleven miles out
of Detroit—junction of the New York Central's Main Line and the Pere Marquette
Railroad.

Railroad.

We believe it is equally true that not one of these companies started production with \$5% of their output for 5 years sold in advance to dealers. We ADVISE you to read over the names of those dealers carefully. They are men of those dealers carefully in their respective communities, and we believe each and every one of them, would be glad to give you information regarding the mechanical construction of the HARROUN car, which is deemed to be far superior to all other cars of its class.

INVEST ON SIGHT!

With risk eliminated and production having started, we advise you to get on the train and go to Detroit and see this most wonderful of all automobile plants, which is being fluished for the HARROUN MOTORS CORPORATION, and on which all bills have been promptly met as they became due from the contractor. The same applies to machinery. In fact, the March andit of their books by one of the big Audit Companies of this country shows practically no debts, with assets in excess of \$800,000.

A small block of stock will be sold to fur-nish the liquid capital for handling the cars, and when that has been raised no stock will be offered for sale. PRICE OF SHARES.

We will deliver HARROUN MOTORS shares in the form of ad-interim certificates redecinable in six months issued by The Equitable Trust Company of New York, This proves a safeguard against unfair mar-ket manipulation.

Equitable Trust Company of New York, This proves a safeguard against unfair market manipulation.

We do not guarantee the price of \$8.00 per share. When the final piece of machinery is set, which will probably lie a few days after this advertisement appears in the paper, the price of HARROUN shares will adivance.

We believe this will be your LAST OP-PORTINITY to purchase HARROUN shares at \$8.00 per share, and regardless of all other automobile stocks that you may own or contemplate purchasing, we ADVISE the PURCHANE of as much HARROUN stock as you can possibly afford to carry.

Simply till out the coupon below for the number of shares you want and mail it with your remittance by check, draft or meaney order. If you send currency be sure and register the letter.

SUBSCRIPTION COUPON

LOOMIS & RIESS LOOMIS & RIESS.

State 339 Munsey Bidg., Washington, D. C. I inclose herewith 5. in full payment for shares of common stock of the HARROUN MOTORS CORPORATION, at the special price of 18 per share (par value \$19). It is understood and agreed that
am to receive an interim certificate, non-negotiable, from The Equitable Truc Company of New York, which is exchangeable for the shares of the corporation The Equitable Trust Company acts as Registrar of the stock of the HARROU MOTORS CORPORATION. The registrar receipt expires six months from dat of issue.
NAME
STREET *
CITY STATE

30 Broad St., New York This information has been obtained from a source that we believe to be reliable, and while not guaranteed, is accepted by us as being correct.